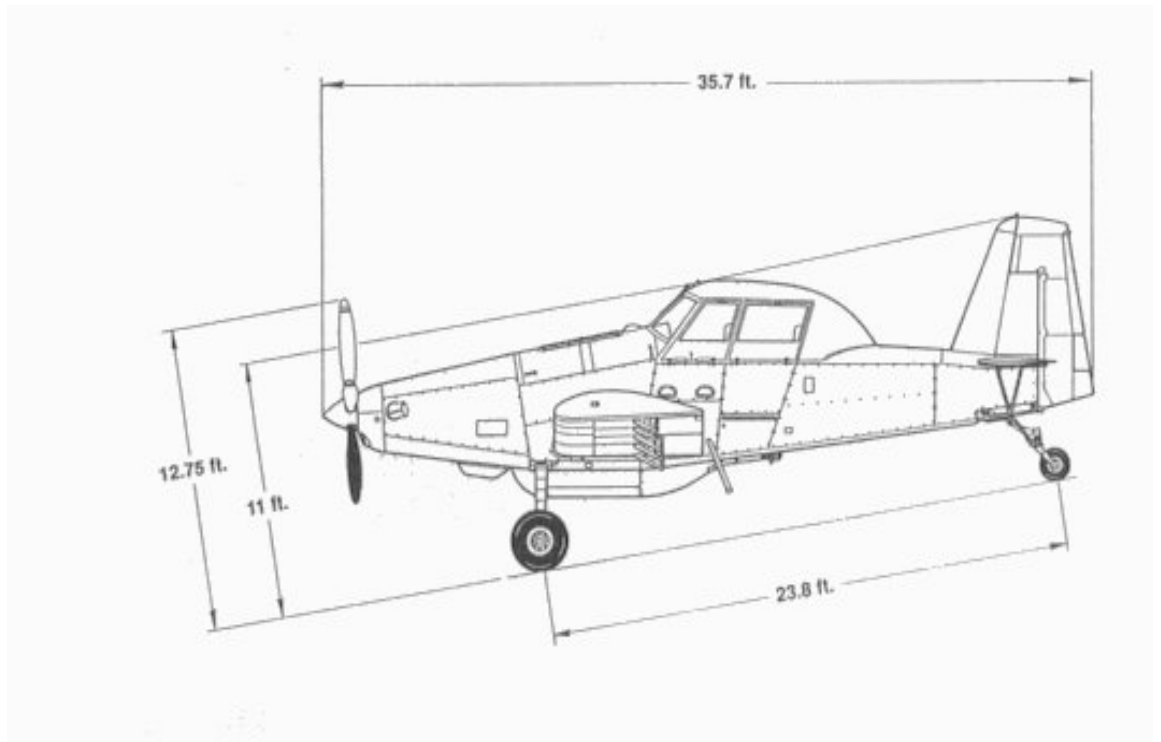




THE COLORADO INTERAGENCY SINGLE ENGINE AIR TANKER OPERATIONS PLAN 2005



Colorado Interagency Single Engine Air Tanker Operations Plan
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Signature Page



J. Kent Hamilton, BLM Colorado State Aviation Manager

4/7/05
Date



Sergio Lopes, CSFS Aerial Ground and Fire Equipment Supv.

4/21/05
Date



Tom Landon, USFS Regional Aviation Officer

4/7/05
Date



Mike Amicarella, BIA Central Regional Aviation Manager

1st Mike Amicarella

4/25/05
Date



Ken Kerr, FWS Zone Fire Management Officer

4/12/05
Date



Cliff Chetwin, NPS Regional Aviation Manager

4/12/05
Date

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1.0 Introduction

1.1 Purpose

This document supports, but does not replace, the Bureau of Land Management (BLM) 9400 Manual, United States Forest Service (USFS) 5700 Manual, and the National Single Engine Air Tanker Operations Guide (ISOG). The purpose is to detail policy, organization, responsibility, and procedures for Interagency SEAT operations within Colorado. It is intended that all Colorado SEAT base plans/air tanker base plans if needed, be a supplement to this plan.

1.2 Mission Statement

The Colorado Interagency SEAT program provides leadership, direction, and expertise to all State and Regional bases utilizing SEAT aircraft. The program is designed to ensure the safe and efficient utilization of SEAT aircraft in the spirit of Interagency cooperation employing the good neighbor policy.

1.3 Objectives

- 1.3.1 Provide aviation management expertise ensuring the safe and effective use of SEAT aircraft within Colorado.
- 1.3.2 Increase rapid response initial attack capabilities for all participating Interagency partners involved in SEAT operations through coordination, aircraft sharing, and resource support.
- 1.3.3 Provide operational guidelines and checklists for Interagency partners as an aid to planning and procedures in support of SEAT operations.
- 1.3.4 Standardize operational procedures for integrating SEAT aircraft into heavy tanker base operations.
- 13.5 Standardize base support equipment and operational procedures for Colorado SEAT bases.

1.4 Authority

The authority for the SEAT Program is derived from the delegation of authority from the Director of Fire and Aviation, Department of Interior. For Colorado, Interagency support is established in the Colorado Interagency Cooperative Fire Management Agreement. Nationally, delegation of authority is established in a joint powers agreement between the United States Department of the Interior and the United States Forest Service.

1.5 Responsibility

1.5.1 Interagency National Aviation Program Manager

The National Air Tanker/SEAT Program Manager is responsible for providing oversight, leadership, and direction regarding policies and procedures associated with fixed-wing aerial retardant delivery operations.

1.5.2 BLM Colorado State Aviation Manager

The State Aviation Manager serves as a SEAT specialist for all Interagency partners. The manager acts as a focal point for the National SEAT program manager dealing with management and operations of Aviation Management (AM) procured SEAT aircraft within Colorado. The Manager functions as the Contracting Officers Representative (COR) for all AM exclusive-use contracted aircraft and provides oversight for BLM SEAT operations.

1.5.3 Colorado State Forest Service Aviation Officer

The Colorado State Forest Service Aviation Officer serves as a focal point for State of Colorado aviation operations. The Aviation Officer will act as a liaison between the BLM, Colorado, and the USFS Region 2 concerning the Colorado State Forest Service SEAT program.

1.5.4 Forest Service Regional Aviation Officer

The Regional Aviation Officer (RAO) serves as a focal point for Region 2 Forest Unit Offices. The Aviation Officer will act as a liaison between USFS Region 2 and Interagency Colorado concerning the National SEAT Program.

1.5.5 Bureau of Indian Affairs

The BIA Regional Aviation Officer serves as a focal point for BIA areas. The BIA RAO serves as a liaison between the BIA and all other SEAT program participants.

1.5.6 United States Fish and Wildlife Service

The FWS Regional Aviation Officer serves as a focal point for FWS areas. The FWS RAO serves as a liaison between the FWS and all other SEAT program participants.

1.5.7 National Park Service

The NPS Regional Aviation Officer serves as a focal point for NPS areas. The NPS RAO serves as a liaison between the NPS and all other SEAT program participants.

1.5.8 Interagency Unit Aviation Manager

The Unit Aviation Manager serves as the focal point for the Unit Aviation Program by providing technical and management direction of aviation resources assigned to support local fire suppression program. The Aviation Manager provides direction in the management of the local SEAT operations within the area of responsibility.

1.5.9 SEAT Manager

The SEAT Module Manager serves as the primary project inspector for the assigned contracted aircraft. The Manager coordinates with aviation managers and dispatchers and supervises aircraft operations in accordance with the Interagency SEAT Operations Guide. All managers assigned to SEAT aircraft operating within Colorado must be NWCG qualified. Each manager should consult the BLM National Aviation Office web page before operations commence to ensure that updated information and paper work are added to their kits:
<http://aviation.blm.gov/aiops.htm>

1.5.10 SEAT Loaders

SEAT Loaders are responsible for the safe loading of SEAT aircraft with retardant, foam, or water. Under federal contract, loaders are

supplied by the vendor. Loaders from other sources must meet the training standard outlined in this plan (Attachment D) before participating in any SEAT loading activities. This would not affect training guidelines at full service retardant bases.

2.0 Contracting

2.1 Federal SEAT Contract Requests

All Federal SEAT contracting requests are reviewed and approved by the National SEAT Program Manager located at NIFC in Boise, Idaho. Approved requests are then forwarded through OAS/AMD and a Contracting Officer is assigned to administer either an Exclusive-Use or National Call-When-Needed (CWN) contract.

SEAT contracts may include a portable mixing/fueling support unit for each aircraft. The unit allows aircraft to sustain flight operations for 6 to 8 hours at a remote location. The contractor provides all safety equipment needed to support the SEAT aircraft and ground crew. The support unit is not optional for this specific type of contract – it is included in the contract price of the aircraft as a complete SEAT module. However, there will be other contracts specific to the USFS and the Colorado State Forest Service that do not have the same support requirements stipulated in the contract. Therefore, it is imperative to review each contract when utilizing SEAT aircraft to ensure that the contract items suit operational needs.

2.1.1 Exclusive-Use Contracts

Will include the specified number of aircraft requested for a defined period of time. A normal contract period may range from 60 days to 120 days. The contract will have a designated home base for the aircraft and crew.

The Contractor/Vendor will be responsible for all per diem while at the crew's home base. For all assignments away from their home base, per diem will be paid by the requesting unit. Per diem costs will be documented on an OAS-23. The contractor is responsible for all mobilization and demobilization costs to and from the designated base.

All Exclusive-Use Contracts require the assigned primary pilot be certified Level I pilots. A NWCG qualified SEAT Manager will also be utilized to manage the contract. The SEAT Manager ensures that all

SEAT operations will be conducted in accordance with local policy, the ISOG, and AMD contract provisions.

2.1.2 Aviation Management Directorate Contract Administrators

AMD Contracting Officers

- Harlan Johnson Phone 208-433-5025
- Bob Carr Phone 208-433-5023
- Toni Musgrove Phone 208-433-5022
- Michael McFarlane Phone 208-443-5026

Contracting Officer Technical Representative:
Steve Smith
AMD Area Director
Phone 208-334-9310

BLM Exclusive-Use Contracting Officer Representative:
J. Kent Hamilton
BLM Colorado State Aviation Manager
Phone: 303-239-3809

2.1.3 Colorado State Forest Service SEAT Contracting

The Colorado State Forest Service annually procures SEAT aircraft on an "Invitation for Bid to Provide Single Engine Air Tanker" contract. Per this contract, the pilot and aircraft must meet current OAS/AMD, Call-When-Needed (CWN) requirements. A copy of the contract is attached to this plan. Reference the contract for exceptions to the Federal CWN agreement.

CSFS Exclusive-Use Contracting Contact
Sergio R. Lopes
Aerial and Ground Fire Equipment Supervisor
Phone: 970-491-8435

2.1.4 National Call-When-Needed (CWN) Contracts

CWN contracts are considered short-term and only used on a call-when-needed basis. A requesting unit can view the CWN aircraft source list on the official OAS web site at www.oas.gov in the Business Opportunities section under CWN contracts. Orders for SEAT aircraft should be placed through the normal dispatching channels.

This type of contract will not have any assigned home base. The requesting unit will be responsible for the per diem of the pilot and crew. The requesting unit will also be responsible for the flight time and travel miles for the aircraft and crew from its last point of hire. These costs will be documented on an OAS 23 pay document showing flight time, per diem, and support equipment service miles.

All CWN Contracts require assigned pilots to be certified as either Level I or Level II. A NWCG qualified SEAT Manager will also be utilized to manage this type of SEAT contract.

The manager will be in place prior to any operations. The SEAT Manager ensures that all SEAT operations will be conducted in accordance with the ISOG and AMD.

Contract provisions: <http://aviation.blm.gov/airops.htm#SEATs>

National CWN Contracting Officer Representative:
Mark Bickham
National Program Manager
Phone 208-387-5872

Primary Project Inspectors:
Unit Aviation Managers
Air Tanker Base Management

The Field Project Inspector:
SEAT Managers

2.2 Ordering SEAT Aircraft

For fire assignments, all Interagency SEATs will be ordered via the Interagency dispatch system. It is recognized that the Colorado State Forest Service at times pre-positions SEATs for tactical advantage using avenues outside of the Interagency dispatch system. This plan would require that the non-initial attack movement of any SEAT throughout Colorado be accompanied with a courtesy call to the Rocky Mountain Coordination Center (RMCC). This allows critical information to be shared with the Colorado dispatch community and enhances aviation safety.

3.0 Operations

3.1 General

SEAT aircraft support initial and extended attack operations as a rapid response resource. The logistics and movement of ground support for the aircraft may require 2 to 12 hours for re-positioning or transitioning from one base to another. Airport restrictions may require advanced pre-planning in the use of the larger 800 gallon aircraft.

The Colorado SEAT Network system has been developed to service Interagency areas within the Rocky Mountain Region. The system consists of Category I - IV bases spread throughout Colorado and near the Colorado border in Utah and New Mexico (reference Exhibit 1 for SEAT base locations).

The system allows for aircraft to transition effectively from incident to incident within a specific area or shuttle across the region effectively. The network has been standardized where possible to ensure base utilization is simplistic, user friendly and economical for all its Interagency partners.

3.2 Colorado Interagency SEAT Base Categories

Category I Bases – Established full-service (Interagency) or bulk account bases (USFS). Any base published in the Interagency Air Tanker Base Directory that supports SEAT Operations. Personnel are in place and continually staff aviation operations.

Category II Bases – Airports in which portable and semi-portable equipment are in place for the duration of the fire season. Agreements as to location and duration are established with the hosting airport. Personnel are either in place or on-call to support immediate operations.

Category III Bases – Airports in which agreements are in place to support the parking of mobile equipment for periodic use as fire severity necessitates. Personnel are not identified with the base, but with the equipment that would be mobilized to the locale.

Category IV Bases (not listed or exhibited) – Airports or roads that could support initial attack fire operations. Operations will vary depending on need. Category IV airport agreements are not in place and usage is on a case-by-

case basis.

3.3 Colorado Interagency Approved SEAT Bases

Category I

Durango Air Tanker Base

JEFFCO Air Tanker Base

Grand Junction Air Tanker Base

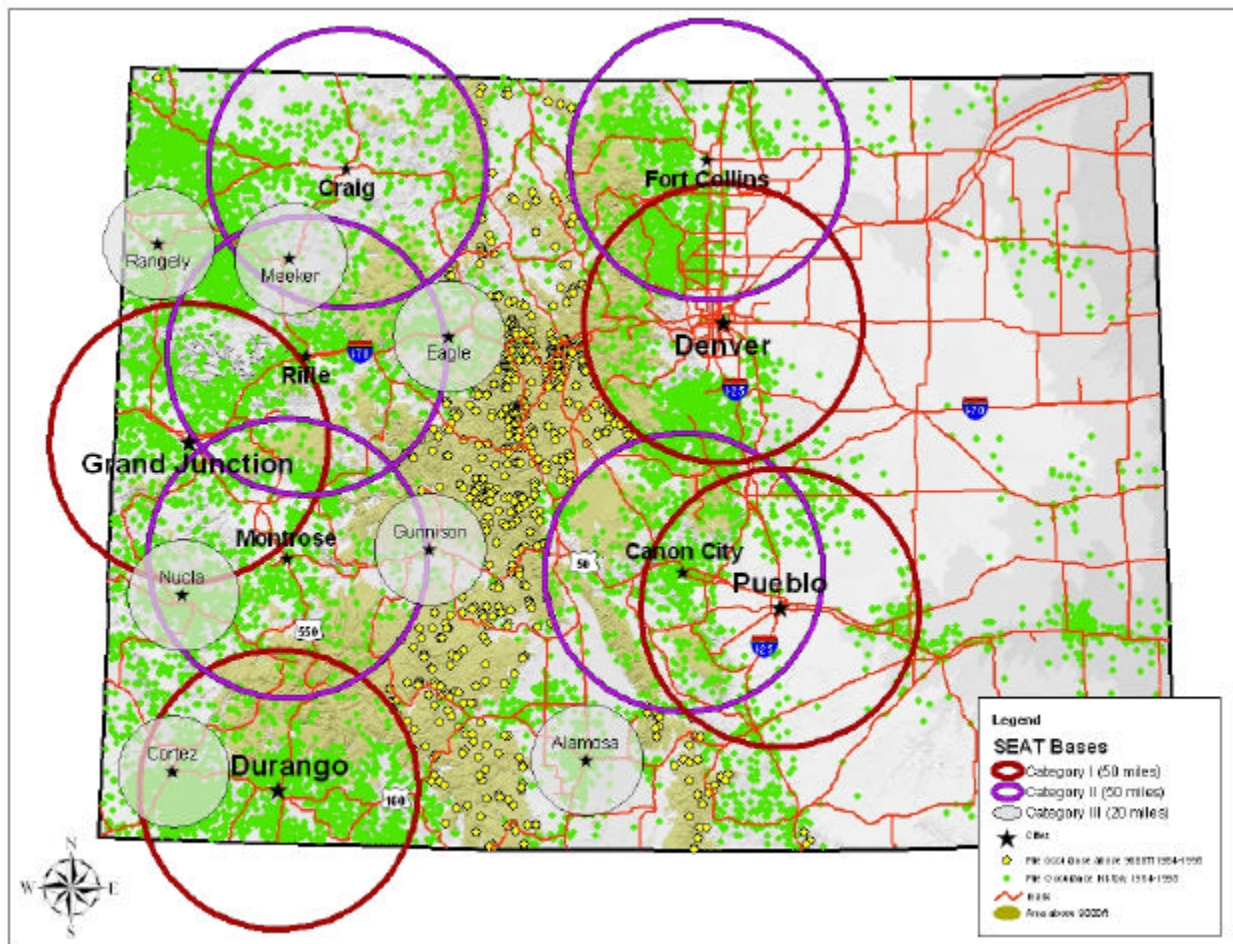
Category II	Airport Name	3 Letter Des.	RNWX	ALT
Ft Collins	Airpark	3V5	5300'	4935'
Craig	Craig-Moffat	CAG	5600'	6193'
Rifle	Garfield Co.	RIL	7000'	5544'
Montrose	Montrose Regional	MTJ	7500'	5759'
Pueblo	Pueblo Memorial	PUB	10496'	4726'
Canon City	Fremont Co.	1V6	5399'	5439'

Category III	Airport Name	3 Letter Des.	RNWX	ALT
Cortez	Cortez/Montezuma	CEZ	7205'	5914'
Rangely	Rangely Airport	4VO	6400'	5274'
Meeker	Meeker Airport	EEO	6500'	6421'
Eagle	Eagle Co.	EGE	8000'	6535'
Gunnison	Gunnison/Crested Butte	GUC	9402'	7673'
Nucla	Hopkins Field	6V6	4600'	5936'
Alamosa	San Luis Valley	ALS	8800'	7535'
Vernal (Utah)		VEL	5278'	6201'

Airports in RED are require special consideration due to either airport elevation, runway length or both.

Exhibit 1

Category I, II, and III SEAT Bases



4.0 Support Requirements

4.1 Operations from Category I Bases (Interagency Air Tanker Bases)

Colorado Interagency Air Tanker Bases are either Full Service or Force Account. These bases are opened annually on an established date relevant to normal fire occurrence for their respective area. All Category 1 Bases have been approved for SEAT operations.

Retardant is supplied to these bases in accordance with the National Long-Term Fire Retardant Requirement Contract.

The Air Tanker Base Manager will be the point of contact for the SEAT manager, pilot, and support personnel. It is the SEAT manager's responsibility to ensure that the SEAT Module has been properly briefed on base operational procedures before aircraft integrate into base operations.

4.2 Operations from Category II, III, and IV Bases

Category II – IV bases are not supplied with retardant via established contracts. In most cases, retardant will be obtained from provisions outlined in the “National Long-Term Fire Retardant Contract.”

4.2.1 Rotation Policy – When single engine air tankers are co-located at Category II – IV bases for a duration that necessitates the establishment of a rotation, the following guidelines apply:

1. Rotations adhere to first in, first out regardless of agency affiliation and land ownership at the site of the incident.
2. SEAT crews coming into an established rotation after days off start at the bottom of the list.

4.2.2 Approval for SEAT Operations

1. Approval for SEAT Operations is contingent on conditions that allow for safe delivery of retardants and suppressants. Manufacturer generated performance charts will be utilized in conjunction with BLM National Aviation Office worksheets to aid in determining if contracted amounts of product can be delivered safely. Downloads in excess of contracted

agreement require notification to fire management representatives.

2. The list of airports detailed in this plan is not inclusive and is subject to change without immediate plan revision based on operational necessity. All additions will be subject to approval criteria. Approval can be granted by any agency representatives listed on the signature page or their designees (i.e. Interagency Unit Aviation Managers).

4.3 Retardant Use and Ordering Procedures

Retardant can be supplied to Category II – IV bases by the following means:

1. FOB Origin as outlined in the National Long -Term Fire Retardant Requirement Contract.
2. BLM Full Service Tanker Bases or USFS Force account bases by Interagency agreement utilizing commercial vendors for hauling. This option requires vendors to weigh their vehicles when empty, then after pickup for payment purposes. A list of Colorado weigh stations is available at: <http://www.aitaonline.com/Weigh%20Stations.html>.

4.4 Foam Suppressant Use and Ordering Procedures

- 4.4.1 Category I and II SEAT bases should have Class A foam concentrate available to serve as back up should problems occur with immediate availability for retardant or when a specific request is made.

5.0 Retardant Testing and Handling Procedures

5.1 Testing Procedures

At Category II – IV base samples must be taken by the aircraft loader on every load going into the aircraft and tested with a calibrated refract-o-meter to ensure mixing accuracy of retardant specifications. Readings should be documented by the loader on a load sheet and verified by the manager on the tanker log. Refer to the Interagency SEAT Operations Guide (ISOG) and the SEAT Operational Procedures Handbook for further information.

Should a load being mixed test below standard, it is policy to stop loading

operations, and purge faulty retardant into a designated storage container for either re-adjustment or disposal as appropriate.

6.0 Hot Loading

Reference the Interagency Single Engine Operations Guide, Chapter 8 for policy and a draft copy of the document at:

<http://aviation.blm.gov/docs/SEATHotLoadPlan.pdf>

7.0 Retardant Spill Planning

Notification Numbers

Colorado Department of Public Health and Environment
Toll-Free 24-hour Environmental Emergency Spill Reporting Line
1-877-518-5608

Other Numbers

National Response Center
1-800-424-8802 (24-hour)

Local Emergency Planning Committee
(OEM) 303-273-1622

Division of Oil & Public Safety-Storage Tanks
303-318-8547

Oil and Gas Conservation Commission
303-894-2100
1-888-235-1101 (toll-free spill/complaint line)

8.0 SEAT Communications Procedures

8.1 Communications Guides and Frequency Lists

Aircraft operating within Colorado will utilize the various communications guides provided by each Dispatch Office for their respective operating areas. These guides will provide both operational and communication information specific to SEAT aircraft at the various dispatch levels. Dispatch centers include:

- Rocky Mountain Coordination Center

- Craig Interagency Dispatch Center
- Durango Interagency Dispatch Center
- Grand Junction Interagency Dispatch
- Montrose Interagency Dispatch
- Ft. Collins Dispatch
- Pueblo Interagency Dispatch

9.0 Security

Consult the 2005 Department of the Interior, Bureau of Land Management National Aviation Plan for direction on SEAT security.

10.0 Data Management

Forms and guides needed for SEAT management can be found at:

<http://aviation.blm.gov/airops.htm#SEATs>

Colorado has adopted the "SEAT Tanker Log / Cost Summary Sheet" for interagency cost and activity reporting. This form is available at the URL referenced above.

Attachment A

INVITATION FOR BID TO PROVIDE
SINGLE ENGINE AIR TANKER

1. Invitation for bid to provide two Single Engine Air Tankers (SEAT) and Pilot for Colorado State Forest Service for the 2004 season. The contract period will be for 120 days for each aircraft beginning June 1, 2004 and ending September 30, 2004, with the provision that the contract could start up to 30 days prior to June 1, 2004 and could be extended as much as 30 days after September 30, 2004. Also, if Colorado State Forest Service has a need for a third aircraft and by mutual agreement the bidder may be required to provide a third aircraft having equal specifications and at the same bid price as for the first two aircraft.
2. Contract Extensions (additional years). The contract may be extended by mutual agreement for two additional periods (2005 and 2006 fire seasons): June 1, 2005 through September 1, 2005 and June 1, 2006 through September 1, 2006. Any request for price increase for these additional seasons must be presented in writing at least 30 days prior to the beginning of the new contract period and include documentation that would support the price increase. The university reserves the right to accept or reject the request for price increase and may re-bid the service at its option.
3. Pilot and aircraft must meet current OAS, Call When Needed requirements (2003).
4. Before being placed on contract, pilot(s) and aircraft must be interagency carded by either USDI OAS or USDA USFS. Aircraft shall be inspected to insure compliance. Carding must be valid for the period of the Purchase Order.
5. Fire door gate delivery system must be of such a design and capable of in flight selection of the following coverage levels, in gallons per 100 square feet, or flow rates, in gallons per second, for each individual drop.

Coverage Rate

Flow rate

1	100-150
2	151-250
3	251-400
4	400 or greater

Also must be capable of trail, split and salvo drops.

6. Aircraft minimum standards are:
 - a. Payload of 800 gallons capacity or greater
 - B. 160 mph (capability) fully loaded
 - C. 500 fpm (capability) rate of climb at 8000' density altitude fully loaded
7. All bidders, to be eligible for an award, must fully complete and sign without alterations, the attached bid form provided.
8. The bidder must indicate in writing on the attached Extension Condition Page, any bid price or condition change from the bid prices if CSFS were to request an early start or extension of the contract as per paragraph #1.
9. All bidders shall be required to comply with all applicable provisions of Department of Interior, Office of Aircraft Service. Call When Needed Agreement (copy attached).
10. Exception(s) to Call When Needed Agreement:
 - a. Costs for providing fuel and water supply for vehicles must be provided on Bid Form. These services may not be needed. Contractor will be notified by CSFS if they are needed.
 - B. On mandatory days off it is up to CSFS if a relief pilot is needed or not. If not the plane will stand down as no daily availability will be paid.
 - c. When a relief pilot is requested the cost to get a relief pilot to the area where needed will be at the expense of the vender.
11. Aircraft performance data provided by the bidder on the Bid Form must be verified by providing copies of the appropriate and current aircraft flight manual for the aircraft identified on the Bid Form and the copies of the flight manual pages must be attached and submitted with the Bid Form.
12. For verification that the fire door gate system meets minimum specifications, all bidders must provide with their completed forms copies of sufficient information from an approved testing company that will demonstrate that the fire door will meet the requirements specified. If this information and the aircraft performance information are not provided, then the bid will not be considered.
13. For invoice costs from bidder, standby is based on a nine (9) hour day. When bidder is in flight, time starts during the standby time then standby time is subtracted from the nine (9) hours.

14. This bid will be awarded by a scenario based on the information that will be provided by vender on the guaranteed bid form.
15. Insurance. The Contractor shall obtain, and shall maintain at all times during the term of this Contract, insurance in the following kinds and amounts:
 - a. Standard Worker's Compensation and Employer Liability as required by State statute, including occupational disease, covering all employees on or off the work site, acting within the course and scope of their employment.
 - b. General, Personal Injury, and Automobile Liability (including bodily injury, personal injury, and property damage) minimum coverage:
 - i. Combined single limit of \$1,000,000 if written on an occurrence basis.
 - ii. Any aggregate limit will not be less than \$1,000,000.
 - iii. Combined single limit of \$1,000,000 for policies written on a claims-made basis. The policy shall include an endorsement, certificate, or other evidence that coverage extends two years beyond the performance period of the contract.
 - c. If any aggregate limits are reduced below \$1,000,000 because of claims made or paid during the required policy period, the contractor shall immediately obtain additional insurance to restore the full aggregate limit and furnish a certificate or other document showing compliance with this provision.
 - d. The State of Colorado, The Board of Governors of the Colorado State University System, and Colorado State University shall be named as additional insured on all liability policies other than automobile liability.
 - e. The insurance shall include provisions preventing cancellation without 60 days prior notice to the University by certified mail.
 - f. The Contractor shall furnish certificates showing adequate insurance coverage to the University at the time of execution of this Contract and, thereafter, whenever such insurance is renewed or a change in coverage is effected, or upon request by University, at any time upon reasonable notice.
16. Independent Contractor Provisions.
 - a. Neither the Contractor, nor his employees or agents, are entitled to workers' compensation benefits from the University as a result of the duties to be performed hereunder. The Contractor is obligated to pay federal and state income tax on any moneys earned pursuant to this contract relationship.
 - b. The Contractor shall perform its duties hereunder as an independent contractor and not as an employee. Neither the Contractor nor any agent or employee of the Contractor shall be deemed to be an agent or employee of the University. Contractor shall pay when due all required employment taxes and income tax withholding, shall provide and keep in force workers' compensation (and show proof of such insurance) and unemployment

compensation insurance in the amounts required by law, and shall be solely responsible for the acts of the Contractor, its employees and agents.

17. For additional information concerning this Invitation for Bid contact:

Colorado State University
Purchasing Department
Telephone: (970) 491-5105
Fax: (970) 491-5523

OPERATIONAL SPECIFICATIONS

For purpose of bidding and to provide the customer (CSFS) with SEAT services:

Standby – When on standby, pilot shall be required to be able to respond as follows:

Low or Medium Fire Danger – Within thirty (30) and fifteen (15) minutes of aircraft respectively.

High, Very High and Extreme Fire Danger – Pilot must be located with the aircraft when on standby.

When on standby, pilot is responsible for obtaining daily fire danger for the location where pre-positioned.

Fire Missions Response –

At high fire danger or greater, the SEAT aircraft must be loaded with payload at the beginning of the standby period.

At high fire danger or greater, the seat aircraft must be pre-flighted and ready to fly a fire mission without delay.

Ground Support –

Customer (CSFS) may be involved in providing some ground support for SEAT, and therefore, contractor and customer will need to cooperate in developing ground support procedures satisfactory to both.

Payload Delivery –

Customer (CSFS) requires both safe and effective payload delivery. Payloads must be released in such a manner and from a height above the fuel canopy, so as to not subject ground personnel to flight hazard or payload impact. Payloads must be released to hit the target fuels, entering the canopy and falling vertically without forward velocity. Safety is a

higher priority than effectiveness.

Mission Acceptance –

The SEAT pilot only is responsible to accept or reject fire missions as presented to the pilot from dispatch center or the CSFS SEAT manager.

Payload –

The pilot is responsible for determining aircraft payload based on density altitude and aircraft performance. The pilot shall complete Daily Payload Calculations

Attachment B

<p>Date: _____ Sunrise: _____ Sunset: _____</p> <p>Manager's Name: _____</p> <p>Aircraft N#: _____ Tanker#: _____</p> <p>Make / Model: _____</p> <p>PT on Duty: _____ Off Duty: _____ Total Hrs: _____</p> <p>DR on Duty: _____ Off Duty: _____ Total Hrs: _____</p> <p>Service Miles Start: _____ Stop: _____</p> <p>Total Miles: _____</p>	<p style="text-align: center;">COST SUMMARY</p> <p>AV Hrs: _____ Rate: _____ = \$ _____</p> <p>FT Time: _____ Rate: _____ = \$ _____</p> <p>EP Hrs.: _____ Rate: _____ = \$ _____</p> <p>ET Hrs: _____ Rate: _____ = \$ _____</p> <p>ET Hrs: _____ Rate: _____ = \$ _____</p> <p>EM Hrs: _____ Rate: _____ = \$ _____</p> <p>PD #: _____ Rate: _____ = \$ _____</p> <p>SM #: _____ Rate: _____ = \$ _____</p> <p>SC: _____ = \$ _____</p>																																																												
<p><u>Minute = 100th</u></p> <table style="width: 100%; border: none;"> <tr> <td>1 = .02</td> <td>11 = .18</td> <td>21 = .35</td> <td>31 = .52</td> <td>41 = .68</td> <td>51 = .85</td> </tr> <tr> <td>2 = .03</td> <td>12 = .20</td> <td>22 = .37</td> <td>32 = .53</td> <td>42 = .70</td> <td>52 = .87</td> </tr> <tr> <td>3 = .05</td> <td>13 = .22</td> <td>23 = .38</td> <td>33 = .55</td> <td>43 = .72</td> <td>53 = .88</td> </tr> <tr> <td>4 = .07</td> <td>14 = .23</td> <td>24 = .40</td> <td>34 = .57</td> <td>44 = .73</td> <td>54 = .90</td> </tr> <tr> <td>5 = .08</td> <td>15 = .25</td> <td>25 = .42</td> <td>35 = .58</td> <td>45 = .75</td> <td>55 = .92</td> </tr> <tr> <td>6 = .10</td> <td>16 = .27</td> <td>26 = .43</td> <td>36 = .60</td> <td>46 = .77</td> <td>56 = .93</td> </tr> <tr> <td>7 = .12</td> <td>17 = .28</td> <td>27 = .45</td> <td>37 = .62</td> <td>47 = .78</td> <td>57 = .95</td> </tr> <tr> <td>8 = .13</td> <td>18 = .30</td> <td>28 = .47</td> <td>38 = .63</td> <td>48 = .80</td> <td>58 = .97</td> </tr> <tr> <td>9 = .15</td> <td>19 = .32</td> <td>29 = .48</td> <td>39 = .65</td> <td>49 = .82</td> <td>59 = .98</td> </tr> <tr> <td>10 = .17</td> <td>20 = .33</td> <td>30 = .50</td> <td>40 = .67</td> <td>50 = .83</td> <td>60 = 1.00</td> </tr> </table>		1 = .02	11 = .18	21 = .35	31 = .52	41 = .68	51 = .85	2 = .03	12 = .20	22 = .37	32 = .53	42 = .70	52 = .87	3 = .05	13 = .22	23 = .38	33 = .55	43 = .72	53 = .88	4 = .07	14 = .23	24 = .40	34 = .57	44 = .73	54 = .90	5 = .08	15 = .25	25 = .42	35 = .58	45 = .75	55 = .92	6 = .10	16 = .27	26 = .43	36 = .60	46 = .77	56 = .93	7 = .12	17 = .28	27 = .45	37 = .62	47 = .78	57 = .95	8 = .13	18 = .30	28 = .47	38 = .63	48 = .80	58 = .97	9 = .15	19 = .32	29 = .48	39 = .65	49 = .82	59 = .98	10 = .17	20 = .33	30 = .50	40 = .67	50 = .83	60 = 1.00
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<p style="text-align: right;">TOTAL COSTS:= \$ _____</p> <p>Total Number Loads Delivered: _____</p> <p>Total Gallons Delivered: _____</p> <p>COMMENTS: _____</p>																																																													

[illegible]**Totals**

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Attachment C – SEAT Load Capability Summary and Trip Form

N # : _____ MAKE/MODEL: _____ TANKER #: _____

Airport:

Rnwy Length(s):

Pressure Altitude:

		Max. T/O Wt.	Operational Wt.	Useful Wt.	Product conversion	Max. Load Gal.
Outside Air Temperature	15C/59F					
	20C/68F					
	25C/77F					
	30C/86F					
	35C/95F					
	40C/104F					
	45C/113F					

Airport:

Rnwy Length(s):

Pressure Altitude:

		Max. T/O Wt.	Operational Wt.	Useful Wt.	Product conversion	Max. Load Gal.
Outside Air Temperature	15C/59F					
	20C/68F					
	25C/77F					
	30C/86F					
	35C/95F					
	40C/104F					
	45C/113F					

For Colorado SEAT Operations Only

Note: This is a draft “proof of concept”t document for use only in Colorado through permission of the National Aviation Office, SEAT Program Manager.

Colorado Interagency Single Engine Air Tanker Operations Plan
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Attachment C Continued

DATE: _____ PILOT: _____ Wt.: _____ Lbs.

N # : _____ MAKE/MODEL: _____ TANKER #: _____

1	Fire operations flight altitude		Pressure Altitude:			
		Max. T/O Wt.	Operational Wt.	Useful Wt.	Product conversion	Max. Load Gal.
	Outside Air Temperature					

2	Fire operations flight altitude		Pressure Altitude:			
		Max. T/O Wt.	Operational Wt.	Useful Wt.	Product conversion	Max. Load Gal.
	Outside Air Temperature					

3	Fire operations flight altitude		Pressure Altitude:			
		Max. T/O Wt.	Operational Wt.	Useful Wt.	Product conversion	Max. Load Gal.
	Outside Air Temperature					

For Colorado SEAT Operations Only

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Attachment D


Interagency SEAT Loader Qualification Program

SEAT suppressant and retardant loading by contract is the responsibility of the vendor provided personnel. At times of increased activity and under the guise of fully utilizing the Category II – IV bases where equipment is pre-positioned, it is in the interest of operational efficiency that employees of the federal and state government be qualified to load SEATS. The Interagency SEAT Loader Qualification Program is a management tool to ensure consistency and quality of training for individuals acting in the SEAT loader capacity. The authority for this program is supported in the Interagency Single Engine Air Tanker Operations Guide, CH 8, Section 1 (p.38). This is a three step process that should be completed in a one or two day session.

Step 1: Classroom Presentation – orients the student to retardant and suppressant handling and loading of SEAT aircraft.

Step 2: Field Session – serves as an opportunity for the student to demonstrate the proper mixing and loading of SEAT aircraft at the local of intended operations.

Step 3: Interagency SEAT Loader Data Card (Blue Card) -Upon successful completion, loader is issued a “blue card” with appropriate skill level documented and approving official’s signature.

Interagency SEAT Loader Data Card			
Name: _____			
Agency: BLM () BIA () NPS () FWS () USFS () CSFS ()			
			
Mixing:	<input type="checkbox"/> Foam <input type="checkbox"/> LC <input type="checkbox"/> Powder	Loading:	<input type="checkbox"/> Thrush G1 <input type="checkbox"/> Thrush T34 <input type="checkbox"/> Thrush T45 <input type="checkbox"/> AT-502 <input type="checkbox"/> AT-602 <input type="checkbox"/> AT-802 <input type="checkbox"/> M-18 <input type="checkbox"/> S2R-G6
Facilities:	<input type="checkbox"/> Cat. I Base <input type="checkbox"/> Cat. II Base <input type="checkbox"/> Cat. III Base <input type="checkbox"/> Cat IV Base	Quals:	<input type="checkbox"/> SEMG <input type="checkbox"/> MXMS <input type="checkbox"/> Ramp Manager <input type="checkbox"/> Parking Tender
Endorsement: _____		Date: _____	

This is a pilot program developed exclusively for Colorado SEAT operations with an endorsement from the BLM National Aviation Office. It is to serve as a template for adoption by states and regions in need of such a program.

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